

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: BRZLB-0089-00(007) DeKalb
P.I. No.: 771180
Linecrest Road over Conley Creek

OFFICE: Engineering Services

DATE: December 7, 2009

FROM: Ronald E. Wishon, Project Review Engineer

TO: Mike Lobdell, PE, District Preconstruction Engineer - Chamblee
Attn.: Melvin Waldrop

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held October 19-23, 2009. Responses were received on December 1, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1	Reduce amount of asphalt on Linecrest Road by using a deeper layer of GAB	\$44,000	No	The pavement design has been approved by OMR. This project has a FFPR scheduled for December 2009 and a let date of March 2010. Changing the pavement design will add significant delays to the letting of the project, and redesign costs would likely negate the proposed savings.
B-1	Use culvert in lieu of bridge	\$536,813	No	The bridge design shown in the plans has been approved by Bridge Design. This project has a FFPR scheduled for December 2009 and a let date of March 2010. Changing the bridge will add significant delays to the letting of the project, and redesign costs would likely negate the proposed savings.
B-3/B-9	Reduce the number of spans by using 54" bulb tee PSC beams, eliminating 4 of 6 drilled caissons	\$48,512	No	See response for B-1.

B-10	Reduce the width of the bridge by reducing the width of sidewalk and multi-use path	\$62,604	No	See response for B-1.
B-11	Use 3'-6" parapet in lieu of special design concrete parapet (Texas Rail)	\$45,980	No	The bridge design shown in the plans has been approved by Bridge Design. This project has a FFPR scheduled for December 2009 and a let date of March 2010. Changing the bridge will add significant delays to the letting of the project, and redesign costs would likely negate the proposed savings. In addition, Texas Rail has become the DeKalb County standard for all new bridges.
C-4	Use PVC instead of concrete pipe	Proposed = \$56,000 Actual = \$47,600	Yes, with modifications	The approved soil survey allows for PVC pipe for longitudinal pipes. Cross drains will be RCP. Approximately 85% of the pipe is longitudinal; therefore, the revised savings are \$47,600.
E-3	Eliminate north multi-use path	\$250,062	No	DeKalb County is committed to providing pedestrian access in urban settings. This project will tie into a future park and multi-use trail. The multi-use path, sidewalks and future park were features shown during the public involvement process. Redesign at this late stage of the project would delay the letting and eliminate the proposed savings.
E-4	Eliminate south pedestrian sidewalk	\$106,697	No	See response for E-3.
E-5	Eliminate multi-use path and sidewalk	\$392,435	No	See response for E-3.

E-6	Reduce multi-use path width	\$83,354	No	DeKalb County is committed to providing pedestrian access in urban settings. This project will tie into a future park and multi-use trail. The multi-use path, sidewalks and future park were features shown during the public involvement process. Reduction of the trail in this section will eliminate the uniformity in the overall trail path. Redesign at this late stage of the project would delay the letting and eliminate the proposed savings.
E-7	Eliminate colored beauty strip	\$31,000	No	The colored stamped concrete is a DeKalb County standard for urban roadways. Redesign at this late stage of the project would delay the letting and eliminate the proposed savings.
G-1	Use MSE wall in lieu of concrete barrier wall	\$53,143	No	This project has a FFPR scheduled for December 2009 and a let date of March 2010. Changing the wall design will add significant delays to the letting of the project, and redesign costs would likely negate the proposed savings.

Additional information was provided on December 4, 2009.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:


Gerald M. Ross, PE, Chief Engineer

Date:

12/8/09

REW/LLM

Attachments

c: Ben Buchan
Paul Liles/Bill Duvall/Bill Ingalsbe
Mike Lobdell/Mac Cranford/Melvin Waldrop
Mickey McGee
Ken Werho
Lisa Myers
Matt Sanders

VE Team: Lyn Clements
Marlo Clowers
Cornelius Davis
Davida Kingsberry
Scott MacLean
Gordon Sisk
Angelo Yokaris

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: BRZLB-0089-00(007), DeKalb County
P.I. No.771180
Linecrest Road over Conley Creek

OFFICE: District 7

DATE: November 25, 2009

FROM: Mike Lobdell, PE, District Preconstruction Engineer

TO: Ronald E. Wishon, Project Review Engineer

SUBJECT: Value Engineering Study-Responses

Reference is made to the recommendations that were contained in the Value Engineering Report dated November 12, 2009 for the above referenced project.

This project consists of a new location roadway and new bridge over Conley Creek tributary with an overall project length of 1.10 miles. The project extends Linecrest Road from Ward Lake Road to Bouldercrest. It also involves a new signal at Bouldercrest and Ward Lake Road which will be realigned in this project.

Our responses and recommendations to the VE Recommendations are as follows:

<i>VE Recommendation No. & Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
Idea No.			
A-1	Evaluate Asphalt Pavement Typical Section \$44,000	Approval Not Recommended	<ul style="list-style-type: none">The pavement design shown in the plans is based on an pavement design approved by OMR. This project has a FFPR scheduled for early December and a let date of March 2010. Changing the pavement design at this point will cause significant delays to the project as well as add design costs which will most likely outweigh the savings.
B-1	Evaluate use of culvert instead of bridge \$536,813	Approval Not Recommended	<ul style="list-style-type: none">The bridge design shown in the plans has already had final bridge approval by GDOT. This project has a FFPR scheduled for early December and a let date of March 2010. Changing the bridge design at this point will cause significant delays to the project as well as add design costs which will most likely outweigh the savings.
B-3/9	Evaluate the use of pre-stressed beams and eliminate piers \$48,512	Approval Not Recommended	<ul style="list-style-type: none">The bridge design shown in the plans has already had final bridge approval by GDOT. This project has a FFPR scheduled for early December and a let date of March 2010. Changing the bridge design at this point will cause significant delays to the project as well as add design costs which will most likely outweigh the savings.

<i>VE Recommendation No. & Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
B-10	Reduce sidewalk width on the bridge to 5.5' \$62,304	Approval Not Recommended	<ul style="list-style-type: none"> The bridge design shown in the plans has already had final bridge approval by GDOT. This project has a FFPR scheduled for early December and a let date of March 2010. Changing the bridge design at this point will cause significant delays to the project as well as add design costs which will most likely outweigh the savings.
B-11	Eliminate Texas Rail \$45,980	Approval Not Recommended	<ul style="list-style-type: none"> The bridge design shown in the plans has already had final bridge approval by GDOT. This project has a FFPR scheduled for early December and a let date of March 2010. Changing the bridge design at this point will cause significant delays to the project as well as add design costs which will most likely outweigh the savings. In addition, Texas Rail has become the DeKalb County standard for all new bridges and has received approval from GDOT to use.
C-4	Re-evaluate proposed pipe material to PVC \$56,000	Approval Partially Recommended	<ul style="list-style-type: none"> The approved soil survey allows for PVC pipe on longitudinal pipes. Cross drains will need to be RCP due to the ADT.
E-3	Eliminate Multi-Use Path \$250,062	Approval Not Recommended	<ul style="list-style-type: none"> DeKalb is committed to providing pedestrian access in urban settings. This project will tie in a future park and multi-use trail. The multi-use path, sidewalks and the future park were features shown during the public involvement process. In addition, the project is in final design and changes to it would cause delays and increase costs to redesign.
E-4	Eliminate South Pedestrian sidewalk \$106,697	Approval Not Recommended	<ul style="list-style-type: none"> DeKalb is committed to providing pedestrian access in urban settings. This project will tie in a future park and multi-use trail. The multi-use path, sidewalks and the future park were features shown during the public involvement process. In addition, the project is in final design and changes to it would cause delays and increase costs to redesign.
E-5	Eliminate Multi-use Path and sidewalk \$392,434	Approval Not Recommended	<ul style="list-style-type: none"> See responses for E-3 and E-4
E-6	Reduce Multi-use Path \$83,353	Approval Not Recommended	<ul style="list-style-type: none"> DeKalb is committed to providing pedestrian access in urban settings. This project will tie in a future park and multi-use trail. Reducing the trail in this section will cause the overall trail path not to be uniform. The multi-use path, sidewalks and the future park were features shown during the public involvement process. In addition, the project is in final design and changes to it would cause delays and increase costs to redesign.

<i>VE Recommendation No. & Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
E-7	Eliminate colored beauty strip \$31,000	Approval Not Recommended	<ul style="list-style-type: none">• The colored stamped concrete is a DeKalb County standard for urban roadways.• In addition, the project is in final design and changes to it would cause delays and increase costs to redesign.
G-1	Use MSE wall in lieu of side barrier wall \$53,143	Approval Not Recommended	<ul style="list-style-type: none">• This project has a FFPR scheduled for early December and a let date of March 2010. Changing the wall design at this point will cause significant delays to the project as well as add design costs which will most likely outweigh the savings.

-End of Responses-

Myers, Lisa

To: Waldrop, Melvin
Subject: RE: VE Responses for Bouldercrest and Linecrest

Thanks for the update.

Lisa Myers, AVS ☺
Assistant State Project Review Engineer - VE Coordinator

GA DOT - Engineering Services
One Georgia Center - 5th Floor
600 W. Peachtree Street NW
Atlanta, GA 30308

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lmyers@dot.ga.gov

From: Waldrop, Melvin
Sent: Friday, December 04, 2009 8:16 AM
To: Myers, Lisa
Subject: Fwd: VE Responses for Bouldercrest and Linecrest

From: "Reutlinger, Nicole G" <NGReutlinger@pbsj.com>
Date: December 3, 2009 2:41:01 PM EST
To: "Waldrop, Melvin" <mwaldrop@dot.ga.gov>
Cc: "McKeen, Kevin" <Kevin.McKeen@arcadis-us.com>, "Kent, Chartrae" <chkent@dot.ga.gov>
Subject: RE: VE Responses for Bouldercrest and Linecrest

15% of the pipe is cross drain so the cost savings would be \$47,600.

Nikki Reutlinger, P.E.
PBS&J
770.933.0280 ext. 2435

From: Waldrop, Melvin [<mailto:mwaldrop@dot.ga.gov>]
Sent: Thursday, December 03, 2009 10:12 AM
To: 'McKeen, Kevin'; Reutlinger, Nicole G
Cc: Kent, Chartrae
Subject: FW: VE Responses for Bouldercrest and Linecrest

LINECREST RD FM BOULDERCREST TO WARD LAKE RD; INCL CONLEY CRK

12/03/2009